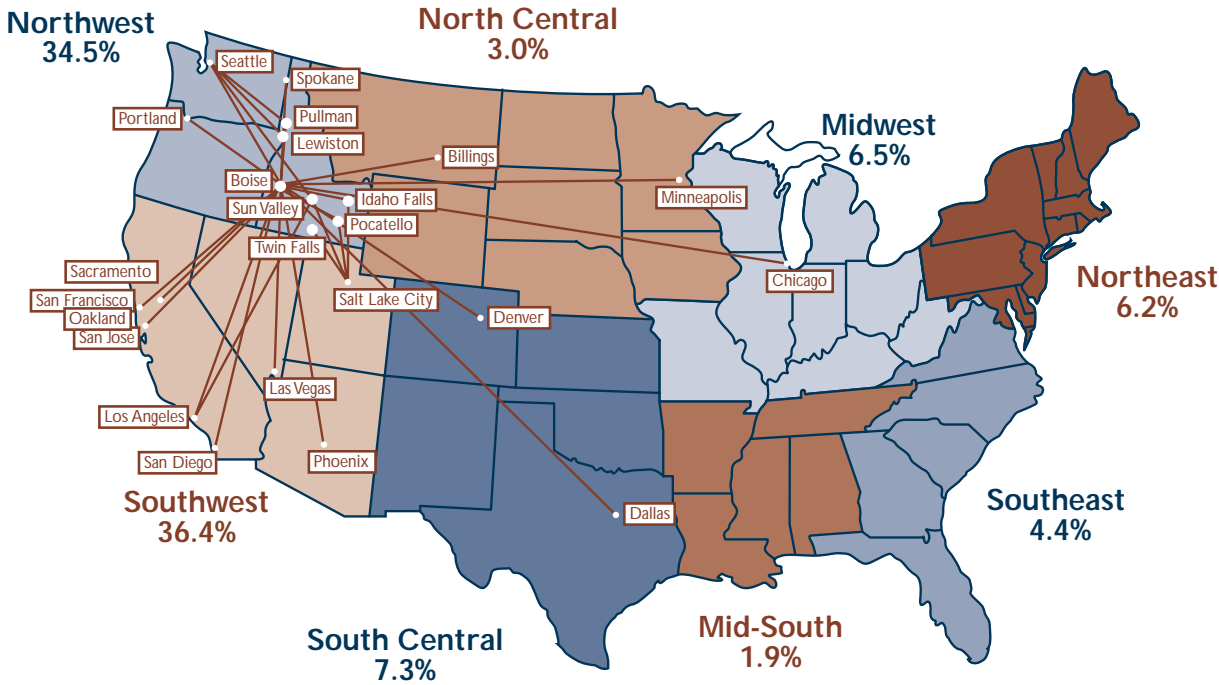


TRAVEL PATTERNS AND CURRENT SERVICE

Information from the United States Department of Transportation (USDOT) shows that roughly 70 percent of all passengers traveling to and from Idaho airports have destinations or originations that are in states that are in the Northwest (Washington, Oregon, and Idaho) or in the Southwest (California, Nevada, Utah, and Arizona). It is important to note that these reported travel patterns are based only on those originating travelers who depart from an Idaho airport. If Idaho generated air travelers leave the State to begin their airline travel, their travel patterns are not reflected in the USDOT data. As noted, at least 22 percent of the Idaho's originating passengers leave the State to begin their airline travel from an airport in a neighboring state. It is quite possible that travel demand to other regions in the U.S. might be slightly higher than reflected in the USDOT data if these "diverted" passengers frequently have originations and destinations in states outside the Northwest or the Southwest.

USDOT data shows that over 70 percent of trips made to and from Idaho are from cities that are located in states that are either in the Northwest or the Southwest.



Most Idaho communities served by scheduled commercial airlines have non-stop service to one or more of the following locations: Boise, Salt Lake, Seattle and/or Spokane. A much larger range of non-stop service is available from Boise Air Terminal/Gowen Field. The Air Passenger Demand Study concluded that existing service provides most travelers with reasonable options for traveling to and from destinations that rank highest in terms of travel demand. If Idaho's demand for commercial airline service continues to grow, new service to airline hubs providing improved connecting opportunities to cities in the Northeast and the Midwest would be the best complement to existing service.

SUMMARY

The Air Passenger Demand Study completed for the Aeronautics Division of the Idaho Transportation Department provides the State, the commercial airports, and the communities that are served by each airport with a wealth of data. More detailed, market-specific information is available from the Idaho Transportation Department.

Good information is important to making informed decisions on local initiatives related to commercial airline service. The Air Passenger Demand Study provides this important data.

FINDINGS AND CONCLUSIONS

- Statewide passenger enplanements increased between 1992 and 2002.
- Enplanements in Idaho increased at a rate considerably above the national average.
- Growing population, employment and income levels in Idaho point toward a growing demand for commercial airline service.
- Enplanement levels at several of the smaller commercial airports declined between 1992 and 2002.
- Idaho's average one-way airline fare has fallen, bringing it closer to the national average.
- The most prevalent method of airline ticket purchase for Idaho travelers is the Internet.
- Commercial airline service levels, as measured by the number of airlines providing service, the number of average commercial airline departures, the number of departing seats, and the number of destinations served has fallen at some airports.
- Airline service levels at the smaller study airports are generally comparable to service levels at similar airports in nearby or neighboring states; Idaho airports are often subject to higher levels of competition from larger commercial airports than are comparable regional airports.
- Most of the study airports in Idaho lose notable portions of their originating passengers to Boise Air Terminal.
- All of Idaho's commercial airports have some level of passenger diversion from their market areas to airports in neighboring states (Salt Lake International, Spokane International, and Missoula International.)
- An estimated 22 percent of all Idaho originating passengers begin their commercial airline travel from an airport in a neighboring state.
- Current airline service in most markets meets customer needs as measured by statewide and market specific origination and destination patterns.
- Between 60 and 70 percent of all Idaho airline trips have originations and/or destinations that are in states that are in the Southwest or the Northwest.
- Most populated areas in Idaho are within a reasonable drive time of one or more in or out-of-state commercial service airports.
- Areas in Idaho that have expressed a desire for new commercial airline service (Coeur d'Alene, Sandpoint, McCall and Salmon) all face significant competition from established airports or limited volumes of passenger demand.
- Aircraft load factors (seats occupied on departure) at several study airports are below industry averages, indicating that new or additional airline service may not be feasible in the near term.
- Airline yields or profits in several of the Idaho markets are high; this indicates that while load factors may be lower than industry averages, carriers are still profitable and stable in most Idaho markets.
- All carriers operating in Idaho, as well as in neighboring states, are flying or have plans to acquire regional jets.
- Regional jets require FAA facilities and design standards and runway lengths that are not presently in place at several study airports.
- Boise Air Terminal, at least in the very near term, is the Idaho airport most likely to see new or improved airline service; most markets in Idaho are stable and do not appear to be at risk for service cuts.